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LETTER DATED 17 JUNE 1994 FROM THE CHARGE D'AFFAIRES A.I.
OF THE PERMANENT MISSION OF IRAQ TO THE UNITED NATIONS
ADDRESSED TO THE SECRETARY-GENERAL

On instructions from my Government, I have the honour to inform you of the violations of the cease-fire provisions and of the terms governing the area of separation between Iraq and Iran that were committed by the Iranian side during the period from 29 March to 31 May 1994.

29 March 1994

At 1700 hours, the United Arab Emirates tugboat Shayma' 2 was subjected to provocation by Iranian military patrol boats in navigation channel A of the Shatt al-Arab near Muhammarah, while heading for Basra.

31 March 1994

At 0700 hours, the Indian launch Nusrat was subjected to provocation by Iranian military patrol boats in navigation channel A of the Shatt al-Arab, while heading for Basra.

2 April 1994

At 1600 hours, a three-man Iranian patrol on board an Iranian boat, carrying light weapons (Kalashnikovs), fired at an Iraqi fishing-boat carrying two persons south of the Umm al-Rasas salient at the mouth of the Karun river at coordinates 050683 (1:100,000 map of Saybah). This caused the death of Iraqi fisherman Walid Hamzah Kasan. His body was thrown into the waters of the Shatt al-Arab and has so far not been discovered. The second fisherman, Safa' Khalil Ibrahim, was taken away, together with the boat. On 9 April 1994, the Iranian side returned the abducted Iraqi fisherman, Safa' Khalil Ibrahim, but the boat, the engine, the identity card belonging to the fisherman in question and an amount estimated at ID 900 (our letter dated 12 April 1994) were not returned.

5 April 1994

The tugboat Service XXI was subjected to provocation by Iranian military patrol boats at the entry to the Shatt al-Arab channel near the outer barrage, while heading for Basra.

13 April 1994

The vessel Shovelaer was subjected to provocation by Iranian military patrol boats at the entry to the Shatt al-Arab channel near the outer barrage, while heading for Basra.

13 April 1994

The tugboat Iman was subjected to provocation by Iranian military patrol boats at the end of the Shatt al-Arab navigation channel, when leaving Basra and heading for the sea.

14 April 1994

The vessel Power One was subjected to provocation by Iranian military patrol boats at the end of the Shatt al-Arab navigation channel, when leaving Basra and heading for the sea.

15 April 1994

Pilot cutter No. 806 belonging to the State Enterprise for Iraqi Ports was subjected to provocation by Iranian military patrol boats near the Ra's al-Bishah area of the Shatt al-Arab.

16 April 1994

The tugboat Sara was subjected to provocation by Iranian military patrol boats at the end of the Shatt al-Arab navigation channel, when leaving Basra and heading for the sea.

Iranian fishing-boats were spread out over the whole length of the Shatt al-Arab navigation channel from the entrance to Faw, impeding shipping traffic by crossing in front of vessels sailing in both directions.

21 April 1994

At 1840 hours, the United Arab Emirates tugboat Shayma' 2, while towing a barge on the Shatt al-Arab, was subjected to provocation by three armed Iranians. One of them boarded the tugboat and inspected it and the papers of the crew and the owning company. At 1910 hours, they left the tugboat. At 0600 hours on 22 April 1994, the tugboat was again subjected to provocation by four armed Iranians on board an Iranian military patrol boat, when the tugboat reached buoy No. 11 en route for Basra. Three of the Iranians boarded the tugboat, inspected it and then allowed it to proceed to Basra after seizing the captain's passport.

25 April 1994

The tanker Takin, having left Basra port and arrived at the Sayhan area on the Shatt al-Arab, was confronted by seven men armed with machine-guns on board two Iranian military boats. They seized the tanker and at gunpoint forced the pilot who had been steering it to return to Muhammarah port, after shutting down

all the tanker's communications on the grounds that there was a problem with the vessel's papers. They seized the crew's passports and all papers relating to the cargo and ordered the pilot to anchor opposite the Iranian Control Office at Muhammarah port. Four days later, the pilot, Yusuf Abd al-Majid Yusuf, was able to disembark by means of an Iraqi fishing-boat and to reach a vessel entering Abu Fulus port.

1 May 1994

At 0800 hours, a group of about six men from the Iranian side were seen repairing shelters at coordinates 514501 (1:100,000 map of Shaykh Faris) in front of the Fakkah guard post inside the area of separation.

1 May 1994

At 1000 hours, an Iranian military patrol boat with three soldiers on board, which was coming from the sea and heading for Abadan port, was seen raising the Iranian flag.

1 May 1994

At 1100 hours, a khaki-coloured helicopter was seen landing at the Iranian Ayn al-Ghazal guard post at coordinates 327198 (1:100,000 map of Mandali). It stayed for 3 minutes and then returned to the Iranian rear. At 1220 hours, the above-mentioned helicopter returned to the same guard post, stayed for 2 minutes, while two unarmed soldiers alighted from it and then returned to the Iranian rear.

1 May 1994

At 1500 hours, a khaki-coloured helicopter was seen coming from the Iranian rear. It hovered over the Bahram Abad guard post at coordinates 000164 (1:100,000 map of Zurbatiyah) in the area opposite the Iraqi Hasan al-Askari guard post. After a short interval, the helicopter returned to Mehran and continued hovering over the town until 1330 hours.

1 May 1994

At 1800 hours, the Iranian side established a new post at coordinates 451649 (1:100,000 map of Khanaqin) opposite the Iraqi Faruq guard post inside the area of separation and manned it with five persons armed with light weapons.

2 May 1994

At 0930 hours, a group of about 12 men from the Iranian side were seen erecting a 20-metre stretch of barbed wire and obstacles at coordinates 918752 (Kharnubiyah; 1:100,000 map of Saybah) inside the area of separation.

3 May 1994

At 0130 hours, the Iranian side launched a 140-man attack on the Iraqi forces at coordinates 003664 (Ujayridah district; 1:100,000 map of Qurnah),

which resulted in the death of Major Ahmad Abd al-Zuhrah and five other ranks and the wounding of six other members of the Iraqi forces.

3 May 1994

At 0900 hours, an Iranian military patrol boat with two soldiers on board was seen coming from Abadan port and heading for the sea.

3 May 1994

At 1230 hours, the Iraqi fuel-tanker An, while proceeding from Faw port to the Mina' al-Bakr area to supply the Sudanese vessel carrying foodstuffs for the Ministry of Trade, was subjected to provocation by Iranian armed men on board an Iranian military patrol boat at coordinates 780070 (1:100,000 map of Mina' al-Bakr). They boarded the fuel-tanker and disembarked at 1600 hours but did not permit it to leave until 5 May 1994 after the certificate of ownership of the fuel-tanker had been sent from Basra.

4 May 1994

At 0930 hours, a group of some 15 men from the Iranian side, wearing military uniforms, were seen erecting barbed wire and obstacles at coordinates 918749 (1:100,000 map of Saybah) inside the area of separation.

5 May 1994

At 0100 hours, a group of some 10 men from the Iranian side approached the Iraqi forces at coordinates 535435 (Bulis hill; 1:100,000 map of Mandali) from three directions over an area of 200 to 250 metres and opened fire on the Iraqi forces.

5 May 1994

At 1000 hours, a group of some 10 men from the Iranian side were seen erecting barbed wire and obstacles at coordinates 929749 (1:100,000 map of Saybah) inside the area of separation.

5 May 1994

At 1250 hours, the United Arab Emirates tugboat Gulf Wrestler was subjected to provocation by Iranian armed men on board Iranian military patrol boats while proceeding from Basra port to Muhammarah port. Its captain was asked to halt the tugboat and cast anchor, and a number of armed Iranians boarded. They interrogated and searched the crew, and, at 1230 hours, the tugboat continued on its seaward course. When it was about to pass the second bridge at 1905 hours, it was approached by an Iranian military patrol boat with a number of armed men on board. They boarded the tugboat and demanded that it should pass the second pipeline bridge and cast anchor opposite the Iranian control post. They then interrogated and searched its crew. At 0715 hours on the following day, 6 May 1994, the tugboat continued on its seaward course with the Iranian armed men on board, after the pilot had been lowered on to the vessel Bakr in the hope

of recovering his passport and papers, which had been taken from him upon entry into Bandar-e Emam port.

5 May 1994

The Iraqi tugboat Mithaq belonging to the General Enterprise for Iraqi Ports was subjected to provocation by five Iranian armed men on board an Iranian military patrol boat when arriving at Muhammarah on its way to Faw port for the purpose of towing a broken-down boat in Faw port. They boarded the tugboat and interrogated and searched its crew.

7 May 1994

At 0700 hours, an Iranian military patrol boat was seen coming from the sea in the direction of Abadan port with three soldiers on board.

7 May 1994

At 0730 hours, an Iranian military patrol boat was seen coming from the sea in the direction of Abadan port with three soldiers on board, one of them carrying a small pair of field-glasses.

8 May 1994

At 1400 hours, the Iraqi vessel Fida' was subjected to provocation by Iranian armed men on board Iranian military patrol boats off Muhammarah port on its way from Basra to Umm Qasr port. They boarded the vessel and fired into the air. After they left, the vessel continued on its course towards Umm Qasr. The vessel was carrying grain from Umm Qasr to Ma'qil port.

9 May 1994

At 0625 hours, the Iraqi vessel Fida' was subjected to provocation by a group of armed Iranians on board Iranian military patrol boats at coordinates 780070 (1:100,000 map of Dakr). They boarded the vessel, and, at 0825 hours, they disembarked and the vessel continued on its course in the direction of Umm Qasr.

9 May 1994

At 1512 hours, an Iranian military patrol boat made of fibreglass with three soldiers on board was seen coming from the sea in the direction of Abadan port.

10 May 1994

The Iranian side set up two observation posts, the first at coordinates 07561 and the second at coordinates 140605 (1:100,000 map of Saybah) inside the area of separation.

10 May 1994

A group of Iranian soldiers repaired the Iranian observation post at coordinates 175575 (1:100,000 map of Saybah) inside the area of separation.

11 May 1994

At 0850 hours, a white-coloured Iranian passenger aircraft took off from Abadan airport heading for the Iranian rear.

13 May 1994

At 1300 hours, the Iraqi vessel Fida' was subjected to provocation by a group of armed Iranians on board Iranian military patrol boats at the entry to the Shatt al-Arab channel, after it had returned from Umm Qasr port and was heading for Basra carrying grain. They boarded the vessel and interrogated and searched the crew. At 1045 hours on 14 May 1994, the armed Iranians left the vessel, which then continued on its course in the direction of Basra.

13 May 1994

At 1330 hours, a small Iranian military patrol boat was seen coming from Abadan port in the direction of the sea with three soldiers on board.

13 May 1994

At 1830 hours, a group of Iranian soldiers were seen completing the new observation post opposite the Wasiliyah area at coordinates 178578 (1:100,000 map of Saybah) inside the area of separation.

15 May 1994

At 1800 hours, the Iranian side reconstructed the abandoned observation post at coordinates 996737 (1:100,000 map of Saybah) inside the area of separation.

15 May 1994

The Iranian side established a new military point opposite the Ma'amir wharf at coordinates 332255 (1:100,000 map of Saybah) inside the area of separation and manned it with 10 armed soldiers.

15 May 1994

The Iranian side set up a communications aerial at coordinates 238505 (1:100,000 map of Saybah) inside the area of separation.

15 May 1994

The Iranian side established a new guard post at coordinates 238505 (map of Saybah) and manned it with seven soldiers armed with rifles.

18 May 1994

The Iranian side increased the manning of the guard posts on the Iranian bank of the Shatt al-Arab between coordinates 995725 and 130610 (1:100,000 map of Saybah) inside the area of separation to 10 men per post.

18 May 1994

The Iranian side positioned a tank on the south side of the Arayid river opposite Umm al-Rasas island in the Shatt al-Arab at coordinates 008723 (1:100,000 map of Saybah) inside the area of separation.

19 May 1994

At 0700 hours, the Iranian side positioned a force of 12 to 15 soldiers at the observation post on the site of the abandoned observation post at coordinates 837099 (1:100,000 map of Khazinah) in front of the Jallat guard post, at a distance of 500 metres from the international boundary line inside the area of separation.

19 May 1994

At 1000 hours, an Iranian Jeep was seen coming from the Iranian rear. It halted at the Qal'at Lam guard post, opposite the Iraqi Lajmah guard post at coordinates 689249 (1:100,000 map of Mandali). The Jeep carried a machine-gun with four soldiers, who set up the machine-gun at the guard post inside the area of separation. At 1015 hours the Jeep proceeded with the men to the Iranian Ayn al-Ghazal guard post, and, at 1025 hours, the Jeep withdrew with the men.

20 May 1994

At 1430 hours, the Iranian side at the post facing Bulis hill fired four 60-millimetre mortar shells from a distance of 350 metres in front of the hill at coordinates 550441 (1:100,000 map of Mandali) in no man's land. It also fired two mortar shells from a distance of 700 metres behind the above-mentioned hill.

21 May 1994

At 1330 hours, the Iranian side built a position of sandbags covered with corrugated iron and set up a PKC machine-gun at coordinates 912792 (Shalamcheh; 1:100,000 map of Tahiri), 3 metres from the above-mentioned position.

21 May 1994

At 2000 hours, a group of some 25 men from the Iranian side, in military uniform, dug a slit trench on the earth embankment and built a new observation post at coordinates 265375 (1:100,000 map of Saybah) opposite the Khawrah guard post inside the area of separation.

24 May 1994

At 0820 hours, Iranian military patrol boats intercepted the United Arab Emirates tugboat Jarankut, which was towing a Russian vessel that was one of those permitted to leave the Shatt al-Arab, at coordinates 780070 (1:100,000 map of Bakr), while the tugboat was leaving the Shatt al-Arab channel in the direction of the sea.

24 May 1994

At 1520 hours, three men from the Iranian side were seen repairing the positions at coordinates 503533 (1:100,000 map of Shaykh Faris) in front of the Fakkah guard post inside the area of separation.

24 May 1994

At 1530 hours, an Iranian military patrol boat was seen with a number of men on board, including three in military uniform, one holding a small walkie-talkie and one a small pair of field-glasses, moving from Abadan port in the direction of the sea.

25 May 1994

The Iranian side established a new post at coordinates 038708 (1:100,000 map of Saybah) inside the area of separation and manned it with four soldiers.

25 May 1994

At 1120 hours, an Iranian military patrol boat was seen with three soldiers on board coming from Abadan port in the direction of the sea.

31 May 1994

At 1000 hours, an Iranian military patrol boat was seen with three soldiers on board, one of them carrying field-glasses, coming from Abadan port in the direction of the sea.

I should be grateful if you would have this letter circulated as a document of the Security Council.

(Signed) Saeed H. HASAN
Chargé d'affaires a.i.